

MVAC MINUTES – OCTOBER 12, 2005

The meeting was held on October 12, 2005 at the Division of Wildlife. Art Hale started the meeting at 9:00 am.

In Attendance: Michael Stadler – DOHE, Beth Ann Wielder – CDOT, Linda Sumrall – Lottery, Bob Giovanni – Fleet Management, Barb Garcia – DOHE, Karen Griggs – CSP, Nancy Martinez – DOHE, Emily Dorman – Parks, Karen Neuschwanger – DOT, Michelle Arnold – CDOW, Fred Trujillo – DOL, Sonny Otero – Fleet Management, Julia Rodriguez – CDPHE, Dave Monson – DOC, Patti Torres – DOLE, Roger Friedrich – DOHS, Nestor Lujan – DOR, Shelly Thornburg – Fleet Management, Art Hale – Fleet Management.

Round Table - Introduction of everyone and find out what everyone is looking for in the SFM fleet.

Each department representative/vehicle coordinator gave a brief overview of their transportation operational demands and needs.

SFM is striving to reestablish department's needs through vehicle engineering. This will help the departments get the most value from their vehicles by custom tailoring their vehicles to meet the respective departments operational demands and furthermore address efficiency improvements for the way they need to use their vehicles. We are looking at Hybrids (HEV), Biodiesel, Ethanol, CNG, Propane, and other alternative fuels to save state money on fuel and help improve the environment.

At the end of the opening discussion, the issue of purchasing more hybrid electric vehicles (HEV) is most popular and requested by the MVAC group.

Overdue PMs

We are working with IT to get the Overdue PM module working. It should be in the next update for CARS. The parameters will be "coming due", "due", and "overdue". Last CARS update had a glitch that caused the last service to reference the table incorrectly creating invalid data used to determine what services are actually needed. The system required the user to click on the update button at the bottom of the screen to reference current data. Depending on how the monitor resolution of the users PC is set, would determine if the update button could be seen and in some instances the update button was out of view of the user. If any vehicle coordinators encounter this problem, please contact SFM as soon as possible to rectify. Another more serious problem is that our new vehicles are not being serviced per SFM interval recommendations. This does create internal wear that will lead to long term, excessive, deterioration and premature component failure! Furthermore, during 2006, some vehicles in SFM will be managed on a 96 month life cycle expectancy, and this factor will escalate the urgency to have the PM's done in a timely manner in order to reach the end of it's useful life and finance schedule. Please understand the importance of servicing your vehicles per SFM recommendation to avoid jeopardizing the warranties. If the warranty does become voided due to non-compliance with the PM interval schedule, the user-department will be held responsible for the expense of otherwise unnecessary repairs.

CARS Training

CARS training is this afternoon downtown. The focus is on pulling reports out of CARS and the MyFleet website.

Support Our Troops

The Support Our Troop stickers came from a donation, and the Lt. Governor's office coordinated the effort, when asked, they replied that the stickers will need to be put on state vehicles. SFM is following these instructions. If you have any further questions or concerns, contact the Lt Governor's office.

Inventory

Inventory is going well. We have found one car that has the wrong license number that we corrected.

Commuting update

The commuting forms are all in except for CDOT.

Pending Legislation

A request for a statewide fuel supplemental is being processed to address the 30%+ fuel expense increase. Still waiting for response and it is still pending. SFM hopes it will be approved to avoid the need to have each department request a supplemental.

Safety

In light of the 15 passenger vans that have a historical high rate of rollover accidents, SFM would like to see more fleet users select the *bussetts* type vehicles to reduce the risk associated with the operation of 15 passenger vans. The *bussetts* are shuttle buses that have proven statistics that establish that the *bussette* configuration is safer to operate. The average cost is between \$40,000 to 50,000 per vehicle and can range between \$5,000 and \$15,000 more per vehicle than a standard 15 passenger van. Some of the *bussetts* do require a CDL (commercial drivers license) when they are above 26,000 lbs. GVWR or carry above 15 passengers. Studies have shown that you are 3 times more likely to have an accident with more than 10 passengers in a 15 passenger van.

At this time, SFM can only recommend that drivers of the 15 passenger vans become trained and made aware of the potential hazards. SFM would like to offer their training resources that they currently have available and looks to expand its safety library in the near future to better address safety issues such as this.

Meeting ended at 11:00.